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SOURCE Borba.

NEW RAILROAD CONSTRUCTION STARTED
OTHER FACILITIES PLANNED

PROBLEMS IN RAILROAD TRANSPORTATION -- Borba, No 56, 7 Mar 49

The 1949 plan for railroad transportation is 30 percent greater than the 1948 plan, although the lines and stations have fewer technical facilities and smaller capacity than before the war, when demands on them were only half as great. In September 1948, over 100,000 more carloads were carried on Yugoslav railroads than during any month before the war.

Plans for increasing the capacity of the railroad net in 1949 stress the building of a double track on a section of the Belgrade-Zagreb line from Vinkovci to Novaka and reconstruction of the railroad station at Vinkovci, which has been a bottleneck on this important trunk line. Last year the station handled an average /period not indicated/ of over 1,200 cars, far more than its capacity.

The plan also provides for considerable expansion of station facilities on the Vrpolje-Sarajevo line and connection of the line with industrial tracks to the industrial and mining centers of the Tuzla basin, Breza, Zenica, Kakanj, and others. On this line the reconstruction of the station at Zenica will be completed, and on the Brcko-Banovci line several junctions will be built and considerable expansion made.

The plan for the Belgrade railroad system calls for several new loading points to relieve the Belgrade railroad station. The reconstruction of the Bogojevo-Novi Sad-Titel-Orlovat line also will relieve the Belgrade railroad system by transporting goods between the Vojvodina and western Yugoslavia without passing through Belgrade. Major repairs will be made on the Zidani Most-Jesenica line.

Preparatory work or actual construction has already been started on all these projects, and all but the Vinkovci station will be completed by May. The double track between Vinkovci and Novaka should be opened to transportation

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in April.

The February plan for railroad freight transport was not fully realized. About 19,000 fewer carloads were hauled than the plan specified, although the plan was realistic and there was sufficient freight and car space. The main reason for the failure was the negligence of the managements of the industrial enterprises. During the first 20 days of February, the transport requirements of the enterprises were not known, and car space consequently was not fully utilized. By the end of the month orders were far greater than the railroads could fill.

Some enterprises failed to realize the necessity for loading and unloading on schedule. For example, the Ironworks at Zenica paid fines for delaying the loading and unloading of 3,900 cars during February. Few enterprises are willing to load or unload at night or on Sundays. Some enterprises hold cars for weeks at their warehouses until they have room to unload and store the new merchandise. Hundreds of railroad cars stand at harbors from 5 or 6 to 20 days waiting for ships to dock.

RAILROAD CONSTRUCTION NEAR BELGRADE -- Borba, No 55, 6 Mar 49

Youth engineers and brigades of the People's Front have begun cutting two tunnels for the double track on a section of the new Kijevo-Ostruznica railroad line. They will form the first tunnel in Yugoslavia through which two trains can pass at the same time. The "Mostogradnja" (Bridge-Building) Enterprise has begun building the foundation for the new railroad bridge across the Sava at Ostruznica and has begun the embankment for the line from Kijevo via Zemun-Polje.

The first part of the new Belgrade railroad system will be built during 1949. Separate stations for passenger transportation and new loading and unloading stations will be erected. Special peripheral lines will be laid out around the city for through freight trains routed via Belgrade. Thus, freight trains traveling from the south westward and from the north eastward will cross the Sava at Ostruznica and the Danube at Vinca without passing through the middle of Belgrade. The present stations, the tracks across the Sava, and a section of the track across the Danube will be removed when the new system is finished. Housing, parks, and streets will be built in their place. Freight from the Sava port will be transferred to the Danube. These projects will be carried out under the Second Five-Year Plan [1952-1956].

CITY TRANSPORT IN BELGRADE -- Borba, No 55, 6 Mar 49

Approximately 400,000 passengers use the municipal transportation facilities in Belgrade daily.

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